Brave Women's Views

Grand Work in Behalf of Womankind-What a Famous Professor Has Accomplished by New Methods.

Mrs. Riblet, 156 Ninth avenue, New York city: "I am satisfied that Munyon's Remedies can do wonders. Several of my friends have been cured by Munyon's Female Rem-

Mrs. George Graybill, Wrightsville, Pa .: "What I suffered from female troubles is indescribable. I was in bed four days every month. Doctors said they must operate, but Munyon's Special Female Cure cured

Mrs. C. E. Tucker, Buckfield, Me.: "Munyon's Female Remedies are invaluable. Not only myself but many of my friends have found them promptly curative."

Munyon's Female Remedies

provide a home treatment that effects a speedy and complete cure of all womb troubles, ulceration, enlargment, falling of the womb, whites, backache, soreness and dragging in the abdomen. Positively effectual in suppression, scanty flow, hemorrhages, pains and all monthly disorders. The Munyon Remedies effect positive

cures in the most obstinate cases, a separate specific for each disease. At all druggists, mostly 25 cents a bottle.

Personal letters to Prof. Munyon, 1505

Arch street, Philadelphia, Pa., answered with free medical advice for any disease.

SEAL. VALISES

PLAN TO AVOID DISTURBING THROUGH PASSENGERS IN CANADA.

Big Increase in East-Bound Tonnage at Chicago-Radical Move of the Alton-Georgia Central Sold.

The Treasury Department is trying to some plan by which through pas sengers on night trains over roads running brough Canada from one point in the saved the annoyance of havtheir hand baggage inspected by customs officers at the point they re-enter United States territory. Until recently passengers for Detroit or points further West entering Canada at Buffalo, were furnished a label which was attached to their hand bagage shewing that the owner was a through passenger, which label passed the baggage at Detroit without exmination. But as this plan did not prevent the passengers with the aid of an accompilee from putting dutiable articles of great value into his hand bag while in Canadian territory and bringing them duty free into the United States, it was recently discontinued and all baggage, except such as had been checked, and therefore could not be tampered with en route, was ordered to be examined at the point it re-entered United States territory.

By this plan, however, it is very fre-

middle of the night to produce their gage for examination and it is to avoid his annoyance that the treasury officials are now considering other plans. It is juite probable that the result will be the of customs agents on all the through night trains, or the adoption of a system of sealing the fastenings of hand baggage. Some action in regard to the matter will likely be taken very soon.

Rates Held at Pariff. Said a freight official, yesterday: "The attempts of the presidents to form an ment to bring about reforms in rate matters has demonstrated that when these high officials take matters in hand rates can be maintained. We hear of rates being cut, and when investigated we find that the shipper was the one who cut the rate, or thought he did, but that his business was carried at full rates. The lessons of the last few weeks have demonstrated that | railroad when the higher officials order rates restored and adhered to, it becomes so it

Said Commercial Agent Tennis, of the Erie line, one of the oldest traveling freight ent, and I think the same remark would to west-bound rates, but I am not informed about the latter."

This is important testimony, as it comes from a freight man who knows when rates are cut and soon places himself in a position to meet such cuts.

Ford Wood, general freight agent of the Peoria & Eastern, is very firm in the belief that rates are being strictly held to tariff, and that not in years has there been such a determination that the roads get something for the freights they haul. Commercial Agent Pendelton, of the Vanialia, who is considered one of the shrewdest freight men in the business, says he is so well satisfied that competitors are helding rates that he will not contract for a pound of freight at less than tariff, and the fact that the Vandalia is doing more business than at any time in its history convinced him that competitors were holded him that competitors were hold-

ng Agent Harris, of the Pennania lines, says the Pennsylvania con-es to do a heavy business, and so long such is the case he will think that t-bound rates are well held.

rates or he would lose some of

General Traveling Agent Pennington, of the White line, who travels over much of the Central Traffic Association territory, says he is sanguine that rates are better lived up to than at any time in years, and that traffic is so heavy with rates well adhered to is convincing proof that busingless and the convincing proof that busing the convincing proof the convincing proof the convincing proof the convincing proof the convinci uld just as well be carried at paying rates as at nonpaying cut rates. One singular feature about the situation is that the shippers who are resultation is that the shippers who are usually given cut rates when they are demoralized are now the best satisfied with paying tariff rates, and are very pronounced in their expres-soins to the effect that rates are main-

Peculiar Deals Open to Criticism. The United States Investor of Oct. 6 contains a lengthy article showing the manner the affairs of the Ohio Southern were confucted prior to its coming under control of the present management. The Investor says it appears that Barse appropriated 5101,479.77 of Ohio Southern money, due the Ives syndicate, and appropriated it to his own account. How did the Ohio Southern come to owe the syndicate any such large amount? Was it money which the road borrowed for the purpose of paying in-terest on its coupons and dividends un-carned? It is said in Wall street that a arned? It is said in Wall street that a sortion of this money at least was so ipplied. The report further shows that barse, as receiver, sold 17.093 shares of this Southern stock, which is, substantially, the controlling interest, and has given them the control for years at 12 cents on a solar, the provision of the sale being that whatever assessments may be levied on the code, in the coming reorganization, are to be deducted from the price paid. Since the reorganization committee will in all trabability assess the stock from \$12 to \$15. ty assess the stock from \$12 to \$15 be share, it is more than probable that he estate gets worse than nothing for it. It is a well known fact in Wall street that he syndidate purchased this stock in the pen market at around 3t or for close to 200,000. To a good many the sale at 12 appears mysterius. Is Barse a stient ertner with the parties who purchased it? with the parties who purchased it? eport furthermore shows that Re-Barse obtained \$138,000 for 2,001 shares he controlling interest) of Cleveland, kron & Columbus railroad stock, and that a-President George W. Saul was given ne-half the proceeds in settlement of his laims. This report of Receiver Barse is inceed quite in keeping with the past history of the Ives syndicate, and if one were udge from the semarks made concernit, it is about as open to question as of their numerous peculiar deals.

Georgia Central Sold. The Central Railroad of Georgia was sold at auction yesterday by counsel represent-Mesers. Ryan and Thomas, for \$2,000,-10, Attorney Crawford bidding it in. en. Samuel Thomas states that all the egertles of the Central system will be and their sales confirmed by Judge

rene by Oct. 15. A temporary organiza-

ion will then be formed at New York, the All Approve of Munyon ment by Nov. 1. Receiver H. M. Comer will be elected first vice president. General Thomas declares the rumors that business will be diverted from Savannah to Nor-folk to be entirely false. The business of the Central will be allowed to take its natural channel, he declares, and the Southern will not seek to divert it. The ocean steamship lines will continue to be operated from Savannah. The presence of Plant system officials at yesterday's sale gave rise to the report that Plant had in-tended to bid on the Central, but there was only the one bid, that made by Craw-

> Immense Gain in East-Bound Freight. Traffic on the roads east-bound from Chicago showed an immense gain last week, amounting in the aggregate to 17,000 tons. This gain is great enough to cause the renewal with increased vigor of rumors that the presidents' agreement has again been subject to violation. The bulk of the increase was in grain, and, as there is no lack of vessel room, the presumption is entertained that the roads did not take this enormous amount away from the lake lines for nothing. The aggregate shipments of the week were 79,908 tons, compared with 62,024 tons for the previous week and 54,000 tons for the corresponding week last year. Shipments of the week were divided among the competing roads in tons as follows:
> Michigan Central, 7,047; Wabash, 9,398;
> Lake Shore, 10,453; Fort Wayne, 10,241; Panhandle, 7,839; Baltimore & Ohio, 4,560; Grand-Trunk, 10,730; Nickel-plate, 5,302; Erie, 10,-823; Big Four, 3,508. Through shipments of grain, flour and provisions for last week aggregated 57,101 tons, as compared with 29,430 tons for the corresponding week last year.

Within the next sixty days there is likely ways. The movement of the crops is already taxing some of the lines to their full capacity, and shippers are being urged to unload cars promptly. J. H. Veitch, division freight and passenger agent of the C., M. & St. P., said yesterday in Kansas City: "Although we have 28,000 freight cars of our own and several thousand more under ease, our system is 1,200 cars short al-

Car Famine Threatened.

ready. At present we are making stren-nous efforts to handle the wheat crop of the Northwest, and every car that can be spared from the various divisions is being used in that service. The Iowa and Ne-braska corn crops will shortly begin to move, and then we will get swamped until additional cars can be secured. A good share of the Kansas corn crop will have to pass over the Milwaukee also. We expect to have our hands full, as far as freight is concerned, for some time to

Hot Contest for Convention Rates. A hot contest has been inaugurated beween the Pacific coast and Duluth for next rear's session of the National Educational Society's annual convention. Some time ago prominent educators on the Pacific slope issued a circular letter to the roads, asking them to guarantee a \$50 round-trip rate from the Missouri river, in order that they night secure the convention. Now Duluth after the same set of roads, and wants hem to guarantee a one-fare rate, plus \$2, for the round trip, and says that with that quaranteed it can secure the convention. A meeting of the lines interested has been called for Wednesday to take action on these requests. The general opinion is that the decision will be postponed. A strong suspicion exists, however, that some of the Puluth roads have already furnished the required guarantee, and that that place will get the convention.

Brayton Ives Not Discouraged. Brayton Ives, president of the Northern Pacific, was at St. Paul yesterday. Ives claims in the end all the agitation that has been in progress for several months will be beneficial to the Northern Pacific because of the wide advertisement of the road, its resources and territory. "I think," said he, "that the present condition is a material disadvantage to the company, but it has its militating circumstances. In the present case there will have to be a conference of interests that an amicable agreement may be reached."

Mr. Ives added that there might be a way out of the difficulty through the confirmation of Burleigh by Judge Sanford, giving receiver Burleigh jurisdiction over the entire line, with the exception of the Duluth & Ashland, which would be under the control of Mr. Henry and Bigglow. the control of Mr. Henry and Bigelow.

Earnings of the Santa Fe. approximated gross earnings month to date were as follows: Atchison, Topeka & Santa Fe railroad system proper (excluding lines reported separately) for the week, \$759,293.37, an increase of 90,436.59 over the same period last year or the month, \$2,436,655, increase, \$81,175 Louis & San Francisco railroad for

week, \$185,172, a decrease of \$15,831; for month, \$547,020, a decrease of \$31,119; Atlantic & Pacific railroad for week, \$74,647, increase, \$11,497; for month, \$250,948, increase, \$11,673; Atchison, Topeka & Santa Fe system (all lines) for the week, \$1,119,112, increase, \$86,102; for month, \$3,234,623, increase, \$86,102; The Alton Withdraws.

The Alton road withdrew yesterday from the Chicago Railroad Association. The cause was the refusal of that organization to allow it to have rates via its new Peoria route to points in Iowa shown in the Chicago rate sheet. The ground on which the bjection was founded was that Peoria had always been a gateway between East and West, and rates had not been quoted in the past in the rate sheet, and there was no reason why that practice should be departed from. Another reason was that to some of the points named by the Alton, via Peoria, would be a circuitous route, and under the rules short-line rates may not be quoted via circuitous routes. The outcome of the whole business will be that the Alton will now issue its individual rate the Alton will now issue its individual rate

Winter Tourist Rates South. Central Traffic, Southern and Ohio-river Association roads had a gathering at Chicago yesterday to fix up winter tourist rates to points in the South for the year. It has been decided that the rates will go into effect Nov. 1, and that between Kansas City and Jacksonville the one-way rate will be \$29.40; between St. Louis and Jacksonville, \$25.50; between Chicago and Jacksonville, \$27.80, and that the round-trip rate limits and conditions will be the same as last year for the whole territory. The rates named are a slight advance over those in effect in previous year.

Receiver for Northern Pacific. A dispatch from Helena, Mont., says: Judge Knowles, of the United States Circuit Court, to-day confirmed the appointment of Andrew E. Burleigh as receiver of the Northern Pacific railroad, and apof the Northern Pacific railroad, and appointed two others as receivers of the Montana district. They are Edwin L. Bonner, of Missouri, and Capt. J. H. Mills, of Deer Lodge. The former is a well-known merchant in this city, the latter being the Commissioner of the Bureau of Labor. Agriculture and Industry of Montana in this city. The receiver's bond was fixed at \$100,000.

Whitney's Suit Compromised. The suit of Royal J. Whitney against the Hicks Stock Car Company was practically compromised in the United States Circuit Court at Chicago yesterday, by of an agreed order Judge Jenkins, directing the receivers to pay Whitney \$10,000. The company was placed in the hands of a receiver by the foreclosure of a mortgage on its cars by the Railroad Equipment Company. Whit-ney, as a stock and bondholder, charged the officers of the company with having wrecked it.

Railroad Official Promotions. Traffic Manager J. M. Culp, of the Alaoama Great Southern, yesterday appointed H. F. Smith general freight agent, and W. A. Turk general passenger agent, the duties of the latter heretofore having been covered by W. C. Rinearson, general passenger agent of the Cincinnati Southern.

General Passenger Agent Resigns. Welsey W. Kent has resigned as general assenger agent of the Chicago, Peoria & St. Louis road to accept the position of chairman of the Southwestern Independ-ent Passenger Association, with headquar-

Personal, Local and General Notes. The Big Four \$1 round trip excursion to nati on Sunday, from here, carried sville, Evansville & St. Louis Hood's pills for the liver and bowels act an excellent earning record. In easily, yet promptly and effectively.

September the road earned \$160,543, against THE PLACES TO VOTE The Cincinnati, Hamilton & Dayton wil

next Sunday run another \$1 round trip excursion to Cincinnati. J. A. Barnard, general manager of the Peoria & Eastern, is expected home from Hot Springs, Va., this morning. The Pullman company will build five hun-dred new cars for the Grand Trunk road, and the Michigan Peninsular car works the same number.

In September there were handled at the Union Station baggage rooms 57,752 pieces of baggage, an increase over September, 1894, of 7,151 pieces. O. P. McCarty, general traveling passen-ger agent of the Southern Pacific lines, has

en spending a couple of days with his family, who are in this city. A train of twenty-five of the Big Four's new live stock cars, in running through the country attracts about as much attention as one of that company's handsomest

passenger trains. Gilbert W. Ledie, auditor of the Flint & Pere Marquette, who dropped dead on the street last Friday, has been auditor of that company since 1873 and one of the directors since 1867. A company has been organized to build a

belt road at Chattanooga, Tenn., which will not only connect the several roads, but furnish switches to a number of that city's mportant industries. Albert Miller, who until recently represented the Chesapeake & Ohio passenger department at this point, and who has been down with typhoid fever for ten weeks, is about again.

In the week ending Oct. 5 there were transferred over the Belt road 15,539 cars, an increase over the preceding week of 572 cars. Belt road engines last week handled 946 carloads of live stock.

The \$3 round trip excursion to St. Louis on Saturday night over the Indiana, Decatur & Western and the Toledo, St. Louis & Kansas City, was quite a success, the excursionists filling well six cars. The new private car of C. E. Schaff, assistant general manager of the Big Four, which was built at Brightwood, was on

Sunday sent to Cincinnati. The car is a

great credit to the Brightwood shops. A special train, last Friday, on the Lackawanna, made the run from East Buffalo deducting stops and slowdowns, the actual speed of the train was 66% miles per hour. The Vandalia has two of its new large pasenger engines in service, and the officials are greatly pleased with their per-formance, they being just the locomotive needed for their fast, heavy express trains. Articles have been filed at Columbus, O., for the incorporation of the reorganized Valley road, with capital stock of \$7,400,000. It will now take the name of the Cleve-land Terminal & Valley Railroad Com-

The Peoria & Eastern earned, net, in August, \$46,900, an increase over the cor-responding month of 1894 of \$4.172. The Grand Rapids & Indiana earned, net, in August, \$69,811, an increase this year of

It is stated that the troubles are not yet adjusted between the coal-carrying lines of Pennsylvania. The Philadelphia & Reading gets but 21 per cent. of the bus-iness under the pool, and intimates that it must have 25 per cent. A decree has been issued in the United States Court, at Atlanta, Ga., by Judge

Newman, reducing the minimum upset price of the Marietta & North Georgia railroad from \$940,000 to \$750,000. The road is to be sold under foreclosure. In September there were received and forwarded over the fifteen roads centering here a total of 99,027 cars, 79,379 bing loaded. In the corresponding week of 1894 there were handled at this point 94,724 cars, 75,258 being loaded. Increase this year in loaded

Robert A. Parke, who has been appointed general agent of the Seaboard Air-line, is to have charge of the company's interests at Washington, Baltimore and the terri-tory north. Mr. Parke has been in charge of the passenger interests of the Pennsyl-vania road at Washington for many years. The Boston & Albany has put on some very fine passenger trains to run between Boston and New York. From baggage car parlor and sleeping car every car is the highest standard ever built at the Pullman works, and they are said to be

The application of Attorney-general Childs, of Minnesota, for an injunction against the proposed Great Northern-Northern Pacific deal, was taken up in the Ramsey county District Court yesterday before Judge Kelly. The day was entirely occupied with the argument of the Attorney-general.

the most costly passenger trains run in

It is said that Samuel Thomas, who is president of the Louisville, New Albany & Chicago, and who is also interested with Brice in the Ohio Southern, is to place his son in the presidency of the Chio Southern many when reorganized. If this is done he will be the youngest man in the United States holding such a position, he now being but twenty-two years old.

On Nov. 1 all outside ticket offices at Kansas City will be closed, and the scalp-ers at that point are pleased. Under the agreement they are to stay closed three years. It is said the closing of these of-fices will save the roads running into Kansas City each from \$3,000 to \$6,000 a year. The Chicago Great Western is not a mem-ber of the association, but has agreed to

A motion has been made in the Supreme Court of Ohio to dismiss the old case of the Pennsylvania Company against H. Sturgis, Senator John Sherman and others to collect an assessment of \$500,000 on the stock of the old Mansfield, Coldwater & Michigan road. The case has been in the courts twenty-one years, and the motion to dismiss is for failure to furnish prop-erly printed records. The defendants won H. F. Smith, general freight agent of the Cincinnati Southern, will shortly be-come assistant traffic manager of the

Southern Railway Company, but W. Finley, third vice president of the Sou

ern, says that the change will not be made at once. F. C. Rinearson will remain as general passenger agent of the Cincinnati Southern, but his jurisdiction over the Ala-bama Great Southern is, of course, at an end now that the Southern Railway Com-pany has assumed control of that property. There is now quite a rivalry, it is stated between the Baldwin and the Schenectady locomotive works as to new types of en-gines. Recently built Schenectady locomo-tives have made such runs with heavy rains that the Baldwin people are now on their mettle. The large passenger engines the latter are building for the Chicago, Burlington & Quincy are looked for with a good deal of interest, as they are in many respects different from the Schenectady locomotive built for the Big Four and the Chicago & Northwestern, being something of a mogul type, as behind the two pairs of large driving wheels there is a trailing wheel, a little smaller than the main driving wheel, and in front of the drivers but one pair of wheels. The manner the weight is divided is among the more important features of the Baldwin new locomotive. While this is going on, the Pennsylvania is building a locomotive which, it is expected, will excel either the Schenectady

or the Baldwin engine with heavy trains. So well is Samuel R. Callaway known in this section, he having been president and receiver of the Toledo, St. Louis & Kansas City some years, leaving it to take the presidency of the Nickel-plate, that the following bit of gossip from the Buffalo Courier will be read with interest, it being in answer to a denial made by General Manager Sergeant, of the Grand Trunk, that Mr. Callaway had been offered the general managership of that property. It comes from a prominent railway official, and is as follows: "I happen to know, and you can state it as a positive fact, that Mr. Callaway was offered and declined the place, that the new management of the Grand Trunk is exceedingly anxious to secure his services, and that all hope of eventually persuading him to accept the offer has not been entirely abandoned. When Mr. Callaway was first asked to consider the proposition it was accompa-nied with a tender of double the salary he is now receiving, and a contract for five years. When his refusal was made, the offer was renewed and he was asked to name his own terms for an acceptance. Again he gave a negative reply, and then, being asked why he would not take the office, he said, Because I am not coldoffice, he said, 'Because I am not cold-blooded enough for the position. I don't want it at any price.' The fact of the matter is that Mr. Callaway is compara-tively a young man, in robust health, and 's now in a station that is entirely con-genial—he is in the Vanderbilt family. Furthermore, he will stay there, and, if health and life are spared, within five years he will be president of the New York Central."

Important G. A. R. Meeting. Thomas Post, G. A. R., will hold a very mportant meeting this evening for the pur-

cose, it is said, of receiving Admiral Brown as a member. He holds, as a loyal Hoosier, his membership in the Indiana Commandery of the Loyal Legion, and now he will become a member of an Indiana post. Members of all posts are invited to Do not neglect the symptoms of impure blood. Do not disregard nature's cry for nelp. Take Hood's Sarsaparilla and guard against serious illness and prolonged suffer-

OFFICIAL LIST SHOWING THE LOCA-TION OF THE POLLS.

Qualifications Required of Those Who Will Vote in the Municipal Election To-Day.

The polls at the election to-day will open at 6 o'clock this morning and remain open until 6 in the evening. A citizen who has lived in the State six months, in the township sixty days and in the precinct in which he votes thirty days is qualified to vote. The following is the official list of voting

-First Ward .-First precinct, at 147 Ludlow avenue. Second precinct, at northwest corner Yandes and Twelfth streets. Third precinct, at 318 Yandes street. Courth precinct, at 191 Columbia avenue. Fifth precinct, at 722 East Seventh street. Sixth precinct, at 89 Columbia avenue. Seventh precinct, at Kellogg's office, Al-Eighth precinct, at 55 Brookside avenue. Ninth precinct, at corner Brookside ave-

Tenth precinct, at northeast corner Jefferson and Clifford avenues. -Second Ward .-First precinct, at 657 College avenue. Second precinct, at 650 College avenue

Third precinct, at Ninth and College ave-Fourth precinct, at Klingensmith's drug Fifth precinct, at Alabama and Seventh Sixth precinct, at No. 9 engine-house. Seventh precinct, at 424 College avenue. Eighth precinct, at 2 Central avenue. Ninth precinct, at rear Central-avenue

Tenth precinct, at 252 Bellefontaine street. -Third Ward .-First precinct, at 362 Talbott avenue. Second precinct, at 156 West Twelfth Third precinct, at Capitol avenue and Fourth precinct, at 140 East Seventh Fifth precinct, at rear 808 North Meridian Sixth precinct, at Ninth and Lennox Seventh precinct, at 275 Howard street. Eighth precinct, at 702 Capitol avenue,

Tenth precinct, at 696 Capitol avenue, plaintiff at that time was incapable of Eleventh precinct, at 249 West Third -Fourth Ward .--First precinct, at Twenty-sixth and Illi-

Second precinct, at 1314 Capitol avenue, Third precinct, at 491 Addison street. Fourth precinct, at 548 Addison street. Fifth precinct, at 456 Chicago street. Sixth precinct, at 624 Ontario street. Seventh precinct, at 580 North West Eighth precinct, at 282 Fayette street.

-Fifth Ward .-

First precinct, at 162 Elizabeth street. Second precinct, at 42 Lock street. Third precinct, at 492 West North street. Fourth precinct, at 350 Douglass street. Fifth precinct, at 226 Blackford street Stath precinct, at 237 Blake street. Seventh precinct, at Landers's pork house. Bighth precinct, at 608 West Vermont

Ninth precinct, at 656 West Washington Tenth precinct, at 13 Minkner street. Eleventh precinct, at 60 Traub avenue. Twelfth precinct, at 16 Wilcox street.

-Sixth Ward .-First precinct, at 100 Fort Wayne avenue. Second precinct, at 27 West First street. Third precinct, at 452 North Mississippi Fourth precinct, at 499% North West Fifth precinct, at 488 North California Sixth precinct, at \$47 North California Seventh precinct, at 274 West Michigan Eighth precinct, at 161 Indiana avenue.
Ninth precinct, at Owen's drug store,
northwest corner Mississippi and North.
Tenth precinct, at 457 North Illinois street.
Eleventh precinct, at 79 Fort Wayne ave-

-Seventh Ward .-First precinct, at 34 Oak street. Second precinct, at 18 Cherry street.
Third precinct, at 124 Fort Wayne avenue.
Fourth precinct, at 175 East Walnut street. Fifth precinct, at 2611/2 Massachusetts

Sixth precinct, at 27 Peru avenue. Seventh precinct, at 258 Fulton street. Eighth precinct, at 324 East Michigan Ninth precinct, at 191 Massachusetts ave-Tenth precinct, at 119 North Alabama Eleventh precinct, at 169 North East Twelfth precinct, at corner Davidson and New York streets.

-Eighth Ward.-First precinct, at 97 Ramsey avenue. Second precinct, at 118 John street. Third precinct, at 426 Massachusetts ave-Fourth precinct, at 276 Highland avenue. Fifth precinct, at 480 East Michigan Sixth precinct, at 96 North Walcott street. Seventh precinct, at 1051 East Michigan

Eighth precinct, at 26 Eastern avenue. Ninth precinct, at 1167 East Washington Tenth precinct, at 537 East Washington Eleventh precinct, at 490 East Washing-Tweifth precinct, at 752 East Washington

-Ninth Ward --First precinct, at 166 Trowbridge street.
Second precinct, at 161 Michigan avenue.
Third precinct, at 193 Bates street.
Fourth precinct, at 103 English avenue.
Fifth precinct, at 176 Spann avenue (rear.)
Sixth precinct, at 322 Fletcher avenue

Seventh precinct, at 113 Lexington avenue. Eighth precinct, at Dillon street, between spann and Fletcher avenues. Ninth precinct, at Hosbrook and Cedar Tenth precinct, at 550 Virginia avenue. Eleventh precinct, at Woodlawn avenue and Linden street. Twelfth precinct, at Jefferson and Daw-

-Tenth Ward .-First precinct, at 361 East Market street, Second precinct, at 276 East Washington Third precinct, at 250 East Market street Fourth precinct, at 39 North Alabama

Fifth precinct, at 2 Circle street. Sixth precinct, at Maryland-street engine-Seventh precinct, at 22 South New Jersey Eighth precinct, at 279 East Washington

Ninth precinct, at 148 Meek street. Tenth precinct, at 369 East Georgia street. Eleventh precinct, at 173 South Noble Twelfth precinct, at 181 Virginia avenue. Thirteenth precinct, at 164 South New Jersey street.

-Eleventh Ward --First precinct, at 100 East Michigan street Second precinct, at 251 North Illinois Third precinct, at 56 West New York Fourth precinct, at 285 North Mississippi street (rear.) Fifth precinct, at 1291/2 Indiana avenue. Sixth precinct, at 42 Indiana avenue. Seventh precinct, at southeast corner Me-

dian and Ohio streets

Eighth precinct, at 48 Massachusetts ave Ninth precinct, at 90 West Market street. Tenth precinct, at 207 West New York Eleventh precinct, at 175 North California -Twelfth Ward .-

First precinct, at 137 West Washington Second precinct, at 16 South Mississippi Third precinct, at 213 West Maryland Fourth precinct, at 26 South West street. Fifth precinct, at 63 West Georgia street. Sixth precinct, at 85 Eddy street. Seventh precinct, at 9 Madison avenue. Eighth precinct, at 123 West South street. Nirth precinct, at 234 South West street. Tenth precinct, at 17 Grant street. Eleventh precinct, at 84 Norwood street. Twelfth precinct, at 57 Russell avenue. -Thirteenth Ward .-

cond precinct, at No. 11 engine-house, aird precinct, at 293 Virginia avenue, ourth precinct, at 219 South New Jersey h precinct, at 252 South Delaware precinct, at '362 South Delaware

First precinct, at 406 Virginia avenue

Eighth precinct, at 450 South Delaware Ninth precinct, at corner Bicking and th precinct, at No. 3 Buchanan street Eleventh precinct, at corner Virginia aveue and McCarty street. Twelfth precinct, at 531 Virginia avenue

-Fourteenth Ward .-First precinct, at 18 Quince street.
Second precinct, at 149 Spruce street.
Third precinct, at 191 South Linden street.
Fourth precinct, at 258 Olive street.
Fifth precinct, at 343 Coburn street.
Sixth precinct, at 561 South East street. eventh precinct, at 485 Madison avenue Eighth precinct, at 45 Nebraska street. Ninth precinct, at 92 Shelby street. Tenth precinct, at 769 South East street. Eleventh precinct, at 792 South East

Twelfth precinct, at 52 Gatling street. Thirteenth precinct, at 105 Naomi street. -Fifteenth Ward .-First precinct, at 81 East McCarty street. Second precinct, at 467 South Meridian

Third precinct, at 406 South Illinois street. Fourth precinct, at 414 South Capitol ave-Fifth precinct, at 78 Meikel street. Sixth precinct, at 474 South West street. Seventh precinct, at 513 South West street. Eighth precinct, at 540 South Capitol ave-

Ninth precinct, at 274 Union street. Tenth precinct, at 290 Charles street. Eleventh precinct, at 76 Kansas street. Twelfth precinct, at Kellar's store (rear.) Thirteenth precinct, at 55 Palmer street. Fourteenth precinct, at 930 Madison ave-The polls will open promptly at 6 o'clock.

AN INSANE PLAINTIFF

SAMUEL EHRISMAN, BY HIS NEXT FRIEND, SUES FOR DIVORCE.

Alleged that He Was Mentally Unbalanced When Married-F. B. Ainsworth's Claim Against the State.

Samuel Ehrisman, by his next friend, Jacob Ehrisman, yesterday filed a suit which partakes of the nature of a divorce suit, but has an unusual feature. The defendant is Mary or Mai Ehrisman, whom the plaintiff married in Greenfield on May Ninth precinct, at 127 East Seventh street. . 21, 1895. The complaint sets out that the tering into the marriage contract because of a mental illness which has since caused him to be sent to the Central Hospital for the Insane, where he now is. The complaint avers that the defendant caused the marriage or pretended marriage to be solemnized in order to secure an interest in the plaintiff's property and that immediately after the marriage she caused the Union Trust Company to be appointed his guardian. There is now an application pending for the removal of the guardian

> F. B. AINSWORTH'S CLAIM. He Wants \$1,300 for Expenditures at

the Reform School. The claim of Frank B. Ainsworth against the State for \$1,300 for purchases as superintendent of the State Reform School for Boys, was yesterday presented to the Superior judges sitting as a court of claims and was argued before the full bench, Hez Daily sitting for Judge Harvey, who is il The claim is for a period dating back to 1876, when Ainsworth was removed. The money, the claimant avers, was used in the purchase of a printing outfit and for some land. The State sets out that the pur-chases were made after Ainsworth's authority to make them had ceased, and puts the record of the board of trustees in evidence. Ainsworth claims that he was not removed from the institution for several months later. The State resists the claim on the ground that the statute of limita-tion is a bar, fifteen years having elapsed. Another argument used by the defense was that the case was adjudicated some years ago in 1880 and that the State has a receipt in full. Attorney-general Ketcham and his deputy, Merrill Moores, represent the State and Harding & Hovey the plaintiff.

Melvina Massey's Case. Melvina Massey and her husband were arrested Sunday night for disturbing the peace on the street. Their trial was yesterday continued in Police Court until Friday. Interest in the case centers in the fact that Melvina's former name was Moore and that she was the only pupil in the Reform School for Girls who escaped at the time of the great fire there several years ago and who was never captured. She says that she made her way to Covington, Ky., where she met and mar-ried Massey. He has been very brutal, she says, and she is trying to get rid of him through a divorce, but he follows her up and assaults her whenever he sees

Court Notes.

Albert E. Metzger was yesterday appointed receiver to sell real estate by Judge Mc-Master in the case of William H. Nichols vs. Enoch H. Moore. The receiver gave a bond of \$6,000.

The will of Sarah C. Reams was yester-day admitted to probate. Joseph B. Keal-ing was appointed executor. Harriet E. Moore was yesterday qualified as executor of the estate of Hannah V. Adams. Judge McCray, of the Criminal Court, yesterday passed judgment upon Albert Knapp, sending him to the Prison North for ten years and assessing a fine of \$160. Knapp has made threats of revenge against the court, jury and witnesses. The suit of J. T. V. Hill against the

in the Circuit Court. The alleged libel was the publication of a report that Hill had induced negro voters in 1893 to go to Chicago so that they could not vote. THE COURT RECORD.

Superior Court. Room 1-John L. McMaster, Judge.

Moses K. Fatout et al. vs. Emil Wulscher et al.; mechanic's lien. Dismi William H. Nichols vs. Enoch H. Moore Albert E. Metzger appointed receiver. Bond 26,000. Bond filed and approved. John Heard vs. Western Improvement Company. Receiver files final report. Room 3-Pliny W. Batholomew, Judge, James Isgrigg vs. Cane Scherrer et al. John H. Vajen vs. John A. Smith et al.; mortgage. Finding and judgment against defendant John A. Smith for \$1,737.96; judg-ment against defendant Dudley M. Culver for \$365.24.

New Suits Filed. Harry Cobb et al. vs. William Steele

William Campbell. vs. Edward Jacoby; ccount. Demand, \$275. Joseph Belby vs. Charles F. Vincent et Julius Jones vs. Laura Applegate; me hanic's lien Samuel Ehrisman, by next friend, vs. Mary or Mai Ehrisman; to set aside marriage contract.

Dr. John Was Not Fully Understood.

To the Editor of the Indianapolis Journal: The criticism in to-day's Journal by my esteemed personal friend, Mr. J. C. Ochiltree, is an excellent illustration of a fundamental position taken by me in my recent review of Col. Ingersoll, namely, that it is nor safe to judge history, life, a book, a speech, or even a sentence by a cross-section vow. A report in another Indianapolis paper makes me say that Mr. Ingersoll is opposed to the public schools, when every one knows the contrary to be true. What said in this regard was that if the Bible is opposed to art, science and letters because it is not a good text-book in these subjects, then on the same ground Mr. Ingersoll is opposed to public schools, betance in his oration at his brother's grave.
And now comes my old-time friend, who
has seen a cross-section of another portion has seen a cross-section of another portion of my address, and calls me to account for what he sees, which also happens, when thus seen, to be directly the opposite of the position which I was trying to establish. My argument was this: "If the God of the Bible was cruel, savage, immoral, unjust and unfaithful, as charged by Mr. Ingersoll, then the God of nature, who is the identical God of the Bible, and whose government in nature and the Bible is one, is equally immoral, unjust, cruei, savage is equally immoral, unjust, cruei, savage and unfaithful, for the specifications in the and unfaithful, for the specifications in the one case are parallel with those in the other. But I went on at great length to show that the charges in both cases were unwarranted. It is only just to the reporters to say that they did not have access to my manuscript until a short time before their respective papers went to

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WROUGHT-IRON PIPE and BOILER TUBES

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Treasury Statement Monthly Statement for September, 1895, showing the balance in the State Treasury Sept. 1, 1895, the receipts and disbursements for September, the balances in the various funds, and the balance on hand at the close of business September 30, 1895, as appears from the records in the offices of the Auditor and Treasurer of State.

talance in Treasury Sept. 1, eceipts for September . Disbursements for September. 167,891,93 Balance in Treasury September 80, 1895. \$827.829.00 BALANCE BY FUNDS

Indiana University..... 4,828,33 diana University, interest. wamp land fund
tate sinking fund
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xcess bids sinking fund

F. J. SCHOLZ, Treasurer of Stat A. C. DAILY, Auditor of State.

EDUCATIONAL

Educated Heads and Trained Hands IN DEMAND. The best place-Bryant & Stratton's

Indianapolis When Bullding. Magnificent Quarters. Elevator Day and Night School. Visitors invited. E. J. HEEB, Pres den:

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FOR EXCHANGE. FOR EXCHANGE-A fine residence preerty, well located, in Lansing, M erty, well located, in Lansing, Mich. Brick house, fourteen rooms; all modern improvements; brick barn. Will trade for vacant lot or improved property in In-dianapolis or vicinity. Might assume small rance. Address C. H. SCOTT. Grand Hotel.

AUG. STOSSMEISTER, President

ASTROLOGER STROLOGY-Mrs. Dr. Ellis, astrologer; tells past and future; gives advice on busi-ness and all affairs of life, by the planets. 182 North Mississippl

CLAIRVOYANT. CLAIRVOYANT - Madame May, clairvoy-ant. Call at 339 West Market street, near Blackford.

was endeavoring to establish.
Indianapolis, Oct. 7. J. P. D. JOHN. Building Permits. W. C. Smith, repairs, 889 North Missis-Eli Lilly & Co., addition, 132 East McCar-L. Sommer, addition, Prospect and Hes-

Jacob Metzger, brick stable, Maryland

forced haste their selections seemed to

make me say the contrary of that which

F. Klefker, addition, 62 Buchanan street. M. Pursell, frame house, Walnut street, \$2,000 B. L. Hirth, addition, 1020 West Washngton street, \$1,580. Mina Stachle, addition, 260 South Alabama street, \$150.

W. J. Eldridge, frame house, Broadway, near Sixteenth street, \$2,500.

John A. Goebler, frame house, Prospect

A. A. Stubbins, addition, 635 College ave-Viola Hamilton, frame house, Columbia James Smith, frame house, Hill street, W. C. Sheets, frame house, West Washngton street, \$1,500.

As SOZODONT'S equal he praised very oft.
Some stuff that he had in his store.
But he couldn't convince her, and she, one For fear he'd talk her to death, walked

The voice of the dealer was mellow and

FUNERAL DIRECTORS.

We have removed to new and commodious quarters erfect privacy and convenience assured. Chapel and Morgue in charge of lady attendant. 172 North Illinois Street.

SOCIETY MEETINGS. MASONIC-Oriental Lodge, No. 500, F. an A. M. Stated meeting this (Tuesday) evening, at 7:30 o'clock. EDWARD D. MOORE, W. M. HOWARD KIMBALL, Secretary.

MASONIC-Attention, Sir Knights! Raper Commandery, No. 1, K. T., stated con-clave in Masonic Temple this Tuesday evening, at 7:30 o'clock. AHIRA R. WHITE, Em. Com., JACOB W. SMITH, Recorder. IMPORTANT—A special meeting of George H. Thomas Post will be held this (Tues-day) evening, at 7:30 o'clock. Members are urged to be present, as it is a matter of great importance.

C. E. MERRIFIELD, Commander. LOANS-Money on mortgages. C. SAYLES, 75 East Market street. FINANCIAL—Large loans at 5 per cent. on business property. THOS. C. DAY & CO., 72 East Market street.

FINANCIAL—Mortgage loans. Six-per-cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building. LOANS-Sums of \$500 and over.

City property and farms.

C. E. COFFIN & CO., 50 East Market INANCIAL-Loans. Five per cent. of

large sums on business property; reasonable fees. C. S. WARBURTON, 26 Lombard Building. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. MONEY TO LOAN—On farms at the low-est market rate; privileges for payment before due. We also buy municipal bonds. THOMAS C. DAY & CO., 72 East Market street, Indianapolis.

LOANS—Six per cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN E. SPANN & CO., 86 East Market. WANTED-MISCELLANEOUS. WANTED-One good general stock furniture or hardware. Ad HENDREN, Bloomfield, Ind. WANTED-Girl for general housework in small family; no washing or ironing. Reference required. 1022 North Meridian.

WANTED-Young married man desires position as assistant. Competent in office work, including stenography. Address H. F., care Journal. WANTED-AGENTS. WANTED-Experienced solicitors for city and State canvass. Room 5, Aetna Block Pennsylvania street. AGENTS WANTED - Salary, commiss

and per cent. Call at once at No. 211 North Illinois street. WANTED-Agents make \$20 a day taking advertisements for Electric Guest Call, which is put into hotels free; no experience needed. For particulars inclose stamp. FRANK O. SMITH & CO., La

WANTED-Young lady and gentleman o city to aid in the formation of a social, fraternal and beneficial organization; only people of good society solicited; good p. to the right parties. Andress Room l. Denison Hotel.

HELP WANTED-MALE.

WANTED-Salesmen to take orders an collect; \$50 bond, signed by a business firm, required. Exclusive territory; \$25 to \$75 weekly. For particulars address post-office Box 1354, New York city. WANTED-Thirty good flour-barrel coopers to work in nonunion shop; good wages, steady work. Come to Broadway House, Nashville, Tenn. PERFECTION STAVE AND BARREL COMPANY.

DRESSMAKING.

DRESSMAKINGmy prines will be \$5 to \$7 for wool gown \$6 to \$8 for silks and tailor-made and evening gowns, \$3 to \$5 for fancy silk and evening waists. All kinds of street and evening wraps cheaper than anywhere else in the cary. M. M. SPENCER, Styl-ish Dressmaker, 42 North Illinois street.

BUILDING AND LOAN. UILDING AND LOAN-The very tes on loans can be obtained a silding and Loan Office, to East t street. HOWARD KIMBALL